

to begin employment on September 4. Active searching by the Personnel department continued for the following positions: Building and Grounds A (2), Production Support (2), and Office Clerk.

At the request of GAB, a second MRI was conducted on Russ Johnson on August 28. This test showed all negative results. The results of this MRI and all past medical history on Russ will be sent to a panel of two board certified physicians. They will conduct a panel review of Russ on September 19. After this review it is hoped that his two outstanding claims will be closed.

There were no quality complaints or problems. Three cars of Leamington Type II/V were shipped to the terminal by accident. The Sales department found a customer to use the material and the cement was received and distributed by the terminal.

Cement inventories decreased by about 1000 tons to approximately 31,000. Cement and railroad car availability remained good from all manufacturing facilities. The majority of Type I customers were switched from MTC I to Leamington I. Inkom II continued to be used in the sacking operation. Railroad car unloading continued on an overtime basis on the weekends to meet customer demands. The Holnam II transfer continued to be operated at maximum rate. All bulk bag orders were completed on schedule. Cleanup on the Group I silo roof continued as manpower was available. A new roof was poured between the packhouse and the Group I silos to stop water leakage into the basement of the packhouse. Terminal painting resumed as part of the 1991 operating budget.

The Production Support department continued to work on the finish mill refurbish project using their established timelines as a guide. Mechanical repairs were performed on belt conveyors and trippers, cement coolers, and bucket elevator drives by terminal personnel. Electrical repairs included disposal of two PCB finish mill motor capacitors, repair of bin indicators and tilt switches,

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